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## Intimations.

**COALS.**

**THE MITSUI BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ROYAL USE STREET.

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
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SOLE PROPRIETORS of the Famous Miike, Togawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manooori,  
Ono, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.  
S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,  
MADAME BLUNT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK  
 OF  
 LADIES' COSTUMES & MILLINERY,  
 INCLUDING DRESSING SUITS FROM PARIS.

**CHILDREN'S COSTUMES AND COATS**  
IN NAVY, CREAN AND CARDINAL SERGE.  
BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.  
Hongkong, 23rd October, 1906. [8]

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**D. NOMA, TATTOOER,**  
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' e

1. **PERFORMANCE IN TATTOOING** is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attainable by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many other High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations.

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY,  
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JUST UNPACKED

COOL STORAGE available at EAST POINT  
perishable goods.

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COCOA - OIL (Boneless)  
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CARDINES (Boneless),  
No. 101 ALBANY

Hongkong, 22nd June, 1905. (71)

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**NIKKO CO.**

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WHOLESALE AND RETAIL DEALERS,  
in all kinds of

MANAGER.

ISH PASTE FOR SANDWICH.  
PUREE DE FOIE GRAS Do.  
AND  
Other Pic-nic size tins of PRESERVES.

**J**APANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.  
At Moderate Prices.  
Orders Promptly Executed.

No. 5, ARSENAL STREET. Hongkong. Hongkong, 28th April, 1906.	ALSO GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES. Hongkong, 27st July, 1906.
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**HONGKONG HOTEL**

FIRST CLASS AND UP-TO-DATE.  
 Military Band during dinner on Saturday Nights.  
 Hongkong, 15th March, 1906.

H. HAYNES,  
 Manager.

**VICTORIA HOTEL, SHAMEEN, CANTON,** **MACAO HOTEL, MACAO, CHIN,**  
*ON THE BRITISH CONCRESSION* *IN THE CENTRE OF THE BRASS GRASS*

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS.

# HOTEL CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the **MANAGER.**

Hongkong, 2nd July, 1900

**ACCIDENTAL** **KING**

**OCCIDENTAL HOTEL.** **KING EDWARD HOTEL.**

**MODERATE PRICES.**

**ELECTRIC FANS**  
TO ORDER IN  
**EVERY ROOM.**

**EUROPEAN MANAGEMENT.**  
**ELGIN ROAD, KOWLOON.**  
 Hongkong, 12th May 1900.

1. 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585,

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Hongkong, 24th October, 1900.

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## Intimations.

Powell's

GENTLEMEN'S  
DEPARTMENT,  
(OPPOSITE THE CLOCK TOWER).SMART  
BOWLER  
HATS,

Fine Quality,

Newest Shapes,

\$4.50

\$7.00

\$8.50

NEW  
SOFT  
FELTS,

Brown, Grey, Slate,

Fawn and Black,

\$4.50

\$5.50

\$6.00

HIGH-CLASS  
HEADGEAR.

Splendid Value.

W.M. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 24th October, 1906.

## Intimations.

K. A. J. CHOTIRMALL & CO.,  
2, D'ARQUILLAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.GENTLEMEN'S SILK UMBRELLAS.  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &amp;c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

THE PUBLIC HEALTH AND BUILD-  
INGS ORDINANCE COMMISSION.TAKE NOTICE that a Commission has  
been appointed to enquire into and  
report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1923, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the in-  
habitants of Hongkong and Kowloon to  
co-operate with them by forwarding any com-  
plaint they may have to make or suggestion to  
offer in connection with the matters aforesaid  
to the Undersigned.Any person examined as a witness in the  
enquiry aforesaid who in the opinion of the  
Commissioners makes a full and true disclo-  
sure touching all the matters in respect of  
which he is examined will receive a certificate  
from the Commission which will protect the  
witness against any civil or criminal proceed-  
ings which may be instituted against such  
witness in respect of any matter touching  
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,  
Secretary.

Hongkong, 6th July, 1906.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask  
ex Factory.In Bags of 250 lbs. net \$2.70 per Bag  
ex Factory.SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd October, 1906.

## A BROKEN-DOWN SYSTEM.

This is a condition of affairs to which few  
give many names, but which few of them really  
understand. It is simply weakness—a broken-down  
system. No matter what may be the cause (for they are al-  
most numberless) its symptoms are almost the same:  
the most prominent being sleeplessness, sense of  
prostration or weakness, depression of spirits and  
want of energy for all the ordinary affairs of life.  
Now, what alone is absolutely essential in all such  
cases is increased vitality.VITAL STRENGTH & ENERGY  
to throw off these morbid feelings, and experience a  
power that as night succeeds the day this may be  
more certainly secured by a course of the cele-  
brated life-giving tonic.THERAPION No. 3  
than by any other known combination. So surely  
as it is taken in accordance with the printed  
directions accompanying it, will the shattered  
health be restored.THE EXPIRING LAMP OF LIFE  
LIGHTED UP AFRESH,  
and a new vision dawns in place of what  
had been a dark and dreary one. This wonderful restorative is purely  
vegetable and innocuous, is agreeable to the taste  
—suitable for all constitutions and conditions, in  
either sex; and it is difficult to imagine a case of  
disease or derangement, whose main features are  
those of debility, that will not be speedily and  
permanently benefited by this new-fangled, re-  
generative remedy, which is destined to cast into  
oblivion everything that has preceded it for this  
wide-spread and numerous class of human ailments.THERAPION is sold by  
Commissioners throughout the world. In England,  
20 and 4/6. Purchasers should see that the word  
"THERAPION" appears on British Government  
Stamp (in white letters on a red ground) affixed  
to every package by order of His Majesty's Hon.  
Commissioners, and without which it is a forgery.Sold by A. S. WATSON & Co., Ltd.,  
Hongkong, China and Manila.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

THE PUBLIC are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"SUMATRA."

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where such  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 1st November, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 26th October, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns and all Goods deliv-  
ered after the 31st instant will be subject to  
rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
7th November, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 24th October, 1906.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 9 A.M.  
TO-MORROW.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 29th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 29th instant, at  
9.30 A.M.All Claims must reach us before the 3rd of  
November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 22nd October, 1906.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed Free from Salicylic Acid,  
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quans)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN &amp; CO.

Hongkong, 10th January 1911

FOR SALE

WELSHACH'S  
IN-DOOR &  
OUT-DOOR  
4-LIGHT  
GAS ARC  
LAMP.Do. HOKED  
LIGHTS.Do. HARP  
LAMP.Do. MAN-  
TLES, CHIM-  
NEYS, GLO-  
RES, SHA-  
DES, &c., &c.Do. INCAN-  
DESCENT  
GASOLINE  
LAMP.Do. ALL  
descriptions  
"from" best  
makers.NAPHTHA of  
the best kind  
for GASOLINE  
LAMP.Do. GASOLINE  
ENGINES, kept  
in stock.TAI KWONG CO.,  
109, Des Voeux Road Central.

Hongkong, 1st October, 1906.

## LOVE'S GRAVE.

Here there is nothing but is linked with you  
In some strange evanescent fashion,  
The ashes of an untorn passion,  
The bitter-sweetness of a love untrue.Here in this garden with its sun and shade  
Fantastic shadows darkly tracing,  
We have worn pathways with our paces  
Before your love in its quick grave was laid.So great the spell upon me that I took  
To see you get some book perusing,  
O, hands in lap, fall'n to sweet musing  
Above the love-writ pages of our book.Here, where the roses play at hide and seek,  
Each bud some grave of you revealing,  
Each tree a memory appealing,  
I, turning, half expect to hear you speak.I know that you have left this garden bare,  
That in its heart dead love is lying,  
The love you said should be undying,  
Yet I with it a cheating fancy share.For all its booms peep through their leaves  
For you,  
In search of you the birds are winging,  
For you the fountain still is singing—  
Forgetfulness is not for us who knew.Not till the twilight shadows softly shed  
Upon this garden fair are lying  
Can I believe these flowers sighing  
Are strewn upon the grave of love now dead.

—Pall Mall Gazette.

DEATH OF A ROMAN  
CATHOLIC BISHOP.We re-tell to record the death of Mgr.  
Bruguiere, R. C. Bishop of West Chi, who  
died at the Shanghai General Hospital on Oct.  
21 aged 55 years. Mgr. Bruguiere first came  
to China in the year 1877, as a missionary  
Father, and was consecrated Bishop in 1891.During the Boxer outbreak he was in Peking  
and when all Peking was engaged in war, he  
remained engaged uninterruptedly in the work  
of peace. He attended on the wounded of both  
sides, Boxers, when he could get them to minis-  
ter to, as well as foreigners. For these services,  
he was afterwards created a mandarin of the  
second rank by the Chinese Emperor, and the  
French Government also decorated him with  
the legion of honour. His health, however, had  
been permanently injured by his sufferings and  
privations during this period. The work of his  
diocese was too much for him and he fell ill,  
and never really recovered. He came to  
Shanghai hoping that a change of air would  
bring him better health, but his illness became  
worse, and on Friday evening, as above stated,  
he passed peacefully away. His burial service  
will take place at 9 o'clock from St. Joseph's  
Church this morning, and the body will be  
interred in the Lazarist Mission Cemetery.—  
Shanghai Times.

## JAPAN AND UNITED STATES.

ECONOMIC RELATIONS.

A fortnight ago Mr. Uchida, Japanese Consul-  
General at New York, who is now in Tokio,  
delivered an interesting speech at any ordinary  
meeting of the Oriental Economic Society on  
the commercial relations between Japan and  
America.Nothing could be more vital, said Mr.  
Uchida, to the prosperity of Japan, than the  
trade with America. Raw silk, tea and matting,  
which formed the most important lines of  
Japan's export commodities, would be dealt a  
heavy blow by economic depression in America,  
and it behooved the Japanese to direct con-  
tinued and careful attention to the economic  
condition in that country. As an illustration  
of this contention, Mr. Uchida cited the result  
of the cereal harvest. In a year of abundance  
not only is the farmer's profit increased, but  
railway freights are enhanced, with the result  
of an advance in the price of railway shares.  
Economic circles after a good harvest will  
show activity in all directions, resulting in the  
steady sale of silk goods, raw silk, matting and  
tea exported from Japan.The Department of Agriculture publishes a  
monthly report on the weather and the condi-  
tion of crops. These reports are received by  
the American public with great interest, and in  
July or August have considerable influence on  
the stock and other markets. In Japan little,  
or no interest is shown in these reports, except  
with reference to the condition of the cotton  
crop.The Customs policy of America, continued,  
Mr. Uchida, has also a great bearing on the  
trade of Japan with America. Under the pre-  
sent Protectionist policy the export of habutai,  
matting, &c. from Japan was suffering. In  
many branches of manufacturing industry  
America was in advance of Europe, and the  
United States was now able to produce iron  
manufactures of good quality at a very low  
price. Sometimes iron-work was imported  
into Japan at a lower price than it was  
being sold at in New York. Under these  
circumstances, an opinion is gaining ground  
that certain special classes of foreign goods  
should be admitted free of duty, while other  
countries should reciprocate. The proposal  
has repeatedly passed through the House  
of Representatives, but has always been  
shelved by the Senate. In Japan an opinion  
prevailed that habutai and matting should be  
admitted into the United States free of duty,  
which concession would be reciprocated by the  
free importation of American flour. The Pre-  
sidential elections also affected the American  
market, and this fact should be kept in mind  
by Japanese business-men.Referring to the market of Japanese Bonds  
in the United States, Mr. Uchida attributed  
the satisfactory result of the issue of the War  
Bonds during hostilities to the sympathy  
shown by Americans with Japan, the high la-terest paid and the good security offered in the  
Customs revenue. American sympathy with  
Japan in the war appeared to be not altogether  
disinterested. The avowed policy of Japan to  
open Manchuria to the trade of the world—  
unlike the exclusive policy of Russia—secured  
American sympathy more than any factor.  
Japanese stock, with the exception of the War  
bonds, are almost entirely absent from Stock  
Exchange business. In America there was  
still plenty of room for new enterprises, and  
American capitalists saw no advantage in  
seeking investments for their money in a  
strange land like Japan. Another reason was,  
that the Americans were disinclined to take  
any interest in business abroad, unless they  
held more than half of the capital and could  
take the control of the business in their own  
hands. The Japanese would be better advised,  
concluded Mr. Uchida, to start business in the  
United States with the Americans if the  
Japanese desired to utilize America money  
rather than expect American capital to come  
to Japan. In doing this a commencement  
might be made with agricultural and railway  
business, followed by investments in general  
industries.—Japan Chronicle.

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions  
from JAMES CHUE, Esq. to sell by  
PUBLIC AUCTION,  
ONMONDAY,  
the 29th October, 1906, at 2.30 P.M., at No. 23,  
Woong-nel-cheong Road,  
SUNDYHOUSEHOLD FURNITURE,  
Comprising:—DOUBLE AND SINGLE IRON BED-  
STEADS WITH WIRE AND RATTAN MAT-  
TRESSES, TEAKWOOD WARDROBES  
WITH GLASS, CHIFFONIER, OVER-  
MANTELS, TEAKWOOD, EXTENSION  
DINING TABLE AND CHAIRS, BOOK-  
CASE, CHEST OF DRAWERS, DESK, ICE  
CHEST, GLASS AND CROCKERY WARE,  
&c., &c., &c.

One GENT'S BICYCLE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 25th October, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions  
from the Trustee in Bankruptcy,  
to sell by  
PUBLIC AUCTION,Re CHEUNG SHUN KOO, Bankruptcy No. 19  
of 1906,  
ONFRIDAY,  
the 2nd November, 1906, at 2.30 P.M., at No. 1,  
Omshy Terrace, Kowloon,  
SUNDYHOUSEHOLD FURNITURE,  
Comprising:—TAPESTRY-COVERED DRAWING  
ROOM SUITE, BLACKWOOD SOFAS AND  
CHAIRS, IRON BEDSTEADS AND BED-  
DING, TEAKWOOD WARDROBE WITH  
GLASS, WASHSTANDS, TEAKWOOD EX-  
TENSION DINING TABLE AND CHAIRS,  
OVERMANTELS, PICTURES, GLASS AND  
CROCKERY WARE, COOKING STOVE  
and UTENSILS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 26th October, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions  
to sell by  
PUBLIC AUCTION,  
ONSATURDAY,  
the 3rd November, 1906, at 12 o'clock Noon,  
FOR ACCOUNT OF THE CONCERNED,  
The American Steamer"YRUNA,"  
with all her Anchors, Chains and Appurte-  
nances, &c., as she now lies off the  
Cosmopolitan Docks.

PARTICULARS:

Tonnage.....805.34 gross  
Length.....469.08 nett.  
Beam.....123  
Depth.....25  
Speed.....9/10 knots.The Engines are of the Compound surface  
condensing type. I.H.P. 430.For further particulars, apply to the Under-  
signed.TERMS:—25% of the purchase money to be  
paid by the purchaser on the fall of the ham-  
mer, and the Steamer to be at the purchaser's  
risk on the fall of the hammer.N.B.—A Steam Launch will leave, Blake  
Pier, at 11.30 A.M. on the day of the sale, to  
convey intending purchasers.GEO. F. LAMBERT,  
Auctioneer.

Hongkong, 25th October, 1906.

SELF CURE NO FICTION!  
MARVEL UPON MARVEL!NO SUFFERER  
NEED NOW DESPAIR,  
but without running a doctor's bill or falling into  
the deep ditch of quackery, may safely, speedily  
and economically cure himself without the know-  
ledge of a second party. By the introduction of  
THE REMEDY

THERAPION.

A complete revolution has been wrought in the de-  
partment of medical science, whilst thousands have  
been restored to health and happiness who for  
years previously had been merely dragging out a  
miserable existence.THERAPION No. 1—A Sovereign  
Remedy for discharges from the urinary  
organs, suppurating infections, the use of which  
does irreparably harm by laying the foundation  
of stricture and other serious diseases.THERAPION No. 2—A Sovereign  
Remedy for primary and secondary skin  
eruptions, ulcerations, pains and swellings of the  
joints, and all those complaints which mercury  
and arsenicals are popularly but erroneously  
supposed to cure. This preparation purifies the  
whole system through the blood and thoroughly  
eliminates all poisonous matter from the body.THERAPION No. 3—A Sovereign  
Remedy for indigestion, flatulency, constipation,  
vitality, sleeplessness, distaste and incapacity for  
business or pleasure, loss of soliloquy, blinding  
indolence, pains in the back and head, and all  
those disorders resulting from early error and  
excess which the faculty so persistently ignore,  
because so important to cure or even relieve.THERAPION is sold by principal Chemists  
throughout the world. Price in England 2/6  
4/6. In colonies, state which of the three  
numbers required, and observe that the word  
"THERAPION" appears on British Government  
Stamp (in white letters on a red ground) affixed  
to every package by order of His Majesty's Hon.  
Commissioners, and without which it is a forgery.Sold by A. S. WATSON & Co., Ltd.,  
Hongkong, China and Manila.

[Q]

## Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.  
When a thing ought to be done the modern  
spirit moves us to keep working away at it  
until it is done. In the face of this idea the  
"impossible" vanishes. Where there's a will,  
there's a way. "If we could but rob cod liver  
oil of its sickening taste and smell and then  
combine it with two or three other ingredients  
we should possess the best remedy in the world  
for certain diseases that are now practically  
incurable." So said a famous English physi-  
cian twenty-five years ago. "But it will never  
be done," he added. "You can no more turn  
cod liver oil into a pleasant palatable medicine,  
than you can turn the Codfish itself into a Bird  
of Paradise." Yet he lived to admit that in

WAMPOL'S PREPARATION

the "impossible" had been accomplished. It  
is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod livers,  
combined with the Compound Syrup of  
Hypophosphites, Extracts of Malt and Wild  
Cherry. This remedy is freed from the bad  
peculiarities Dr. Frothingham so detested, and  
it is precisely the splendid medicine he wished  
for. Use it freely and confidently for Anemia,  
Hysteria, Wasting Complaints, Blood Impuri-  
ties, Asthma, and Throat and Lung Troubles,  
Dr. W. H. B. Atkins, F. R. C. P., London.—  
M. D. C. M., Victoria University.—M. B.,  
Toronto University.—Consulting Physician to  
Home for Incurables, Physician to Toronto  
General Hospital, says: "I am much pleased  
to state that the results from using Wampole's  
Preparation of Cod Liver Oil have been  
uniformly satisfactory; it appealed to me  
as being prepared according to correct scien-  
tific principles." It increases the appetite and  
influences the digestion of food; it is delicious  
to take, will not disappoint you and is effective  
from the first dose. "It represents the dawn  
of progress." At chemists everywhere.HONGKONG STEAM WATER BOAT  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ANNUAL MEETING OF  
SHAREHOLDERS in the above Com-  
pany will be held at the Company's Office,  
No. 13, Hotel Mansions, on SATURDAY,  
November 3rd, at 12 Noon, for the purpose  
of presenting the Report and Statement of  
Accounts to September 30th, 1906.The TRANSFER BOOKS of the Company  
will be CLOSED from the 31st October to  
3rd November, both days inclusive.J. W. KEW,  
Manager.

Hongkong, 24th October, 1906.

THE WINE GROWERS  
SUPPLY CO.

BARRETTO &amp; Co.,

General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry ..... \$8.00 per Dozen.

Pale Sherry



## Intimation.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURNED ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hong Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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On coupon sent by post an additional \$1.00 per quarter is charged for postage.

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Single Copies. Daily, ten cents. Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 27, 1906.

## THE DOUBTING THOMAS.

There is a certain type of case which recurs at the Magistracy with almost depressing monotony, and that is the case in which a Chinese woman alleges that she has been duped by a gang of swindlers. The peculiarity of this case is that it involves the question whether both parties are not equally to blame, whether the dupe is not as bad as the swindlers. A Chinese lady, we will say in deference to the claims of the fair sex, is walking along the street bedecked with all the ornaments she possesses in the way of bangles, brooches, rings, hairpins and all the rest of the tawdry which goes to adorn the feminine figure in the Far East. Gaily she strolls from shop to shop, taking good care, of course, that her diamonds shall scintillate in the rays of the sun. On the way she is accosted by some men—they usually go in couples—who appear to be a step above the average, whose appearance, in fact, is all that could be desired. They gravely inform her that they are strangers to Hongkong; they know nothing about the labyrinthine alleys of Victoria, and if their "little sister" would only direct them to a boarding-house they would be for ever her devoted slaves. It is astonishing how a glib tongue and a suave manner will overcome all scruples that a woman may have. Ten to one the Chinese lady will accede to their request and even go out of her way to oblige the strangers. That is the first part of the game. The men have no intention of going to any boarding-house, for that would spoil the scheme, just as a hasty word might frighten off their guide.

When they are nearing a suitable lodging, one of the men suddenly remembers that he has a bundle of banknotes which must be cashed, but unfortunately he does not know where the money-changers are to be found. Here is a pretty predicament, indeed, but the Chinese lady rises nobly to the occasion. She knows where the money-changers are; she can be trusted with untold gold. Is she not adorned with jewels which bespeak her position in society? But the companion of the man with the banknotes is one of those suspicious characters, who are always seeing spots on the sun; he does not believe in anybody, would not trust his own grandmother, and he says so. How do they know that their guide, who, no doubt, is a very charming lady and of the highest respectability, is not a serpent in disguise? Besides why should she act the good Samaritan out of pure charity? The moneyed man gently chides his friend for his lack of faith in humanity. Moreover, the lady will be rewarded with a crisp banknote on her return with the hard cash. Still his friend is by no means convinced; they must remember, he says, what they were told in their native village about the land sharks of Hongkong, and keep a strong grip on their money. Then a happy suggestion occurs to the man who holds the notes, and he proposes that the Chinese lady shall hand over her jewellery to them in security for the money which she is going to change for their convenience. Reluctantly, the pessimist agrees to this scheme, although he allows it to be understood that he believes his friend to be a fool, because it is very doubtful if the jewels are worth a quarter of the \$400 or \$500 which he is entrusting to the lady's care. However, the transaction is completed and the complete strangers tell their lady friend to "hurry up" while they await her return. Now here is the curious part of the story. The woman invariably discovers long before she has reached the money-changer that the "banknotes" are a fraud and that she has been duped. She rushes back only to find that her "friends" have disappeared. Then she raises a hue and cry and the swindlers are caught, as a rule, and severely punished by the Magistracy. The question which arises in these cases is: Did the lady really intend to go to the money-changer? She has received what she believes to be \$400 or \$500, for which she has given in security jewellery worth perhaps \$500. Was she quite as simple as she looked? Were her motives absolutely without guile? Would she have returned had the banknotes proved genuine, or would she have forgotten where she left the "strangers" and sought high and low for them on the other side of the island? There is little difference between the actual swindler and the potential swindler. These cases of the trusting woman and the vile swindler are really becoming far too common to escape the suspicion that the scheming is not always on one side. It may be that we are harbouring unworthy thoughts, but some experience of the ways of the world—and we strenuously deny all knowledge of the possible ways of a maid—induces that state of mind which was the peculiar burden of the disciple Thomas.

## LOCAL AND GENERAL.

Two upturned junks were seen floating near Plover-moon Pass yesterday afternoon.

The s.s. *Kinslan* was towed across to Kowloon Docks from Aberdeen at 2 p.m. to-day.

A Russo-Chinese Club has been established at Harbin for the purpose of promoting social intercourse between the two nationalities.

The s.s. *Hankow*, which went up in a blaze on the 14th instant, is still lying in Junk Bay, while the s.s. *Sorsogon*, lies just where the typhoon left her, on the Dock Co's sea-wall.

The Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending October 13 amounted to 2,805.39 tons and the sales during the period to 20,509 tons.

According to returns made by the Japan Cotton Spinners Association, the total output of yarn during last month amounted to 72,452 bales, a decrease of 1,130 bales as compared with the corresponding month of last year.

Fire broke out in the chimney of house No. 178, Des Vaux Road Central, at 5.17 o'clock last evening, and caused some commotion among the inmates. Two firemen from the Fire Brigade Station, hearing the nature of the fire, hurried out, and with the aid of the inmates suppressed the fire. The firemen from the Central Station were not required. The damage done was trifling.

Contrary to all expectations the long missing steam launch *Seagull* from Shanghai steamed into the harbour yesterday afternoon and went alongside her wharf at West Point. The *Seagull* took exactly fifteen days to come across. Her skipper—a Chinaman—explained that the delay was caused by fierce weather being experienced soon after leaving Shanghai. It got so bad two days after leaving port that it was alleged the firemen refused to work and consequently the fires were extinguished by the seas sweeping over the little boat. After being buffeted about for several days the weather calmed down sufficiently to enable the firemen to get up fires and she proceeded on her journey to Hongkong.

## THE HONGKONG TYPHOON.

## BOAT POPULATION'S ENORMOUS LOSS.

A meeting of the General Committee of the Typhoon Relief Fund was held at the office of Sir Paul Chater, the chairman, on the 24th instant, at which the report of the Sub-Committee was received and considered.

The Sub-Committee have been constantly engaged in considering claims for relief and assistance and in all have up to date received information that 1,776 boats have been reported as lost or damaged, involving a sum of \$1,194,325.00.

Claims for 1,623 boats have been investigated and relief already granted to the extent of \$39,686.00 to licensees of 293 boats and to widows and orphans \$616.00.

The Tung Wa Hospital have incurred an expenditure of \$18,500.00 for recovering and burying 857 bodies and feeding 1,100 destitutes.

The Sub-Committee are still engaged in investigating and relieving further cases, a report on which will be submitted at the end of next week which will be communicated in due course to the local press.

## "SOCIAL SHANGHAI"

## AN ADMIRABLE PRODUCTION.

The nerve and variety of life in the Northern Settlement are found in full measure in the October number of *Social Shanghai*. Beginning with an appreciation of the recently formed Portuguese Company of the S.V.C., the magazine proceeds to deal with such topics as the arrival of Sir John Jordan, the new British Minister to China, "Holiday Homes at Peitai-ho"—the watering-place and Brighton of Shanghai—the "Cult of the Camera," the "History of the Shanghai Recreation Fund" and other topics. But what will probably first catch the eye of Hongkong readers is an illustrated article on the recent typhoon. The photographic reproductions are unique, for they were taken by Dr. F. H. P. O. Company's steamship *Poonia* while the storm was at its height and afterwards. The condition of the wrecked vessels is sharply defined and must convey to those who were not on the scene a vivid conception of the effects of the typhoon. With reference to the Portuguese Volunteers the writer says: "If the present enthusiasm and interest are maintained the Portuguese Company is sure to attain a very high standard, and certainly the martial attitude of the volunteers as they are depicted on parade corroborates the writer's words. There is a story of heroism with an unexpected ending, and haphazard jottings which are really haphazard. Lest any one should feel neglected there is a section of the magazine devoted to garden notes, poultry hints, and a d matter concerning the kitchen. An up-to-date version of "Mary had a little lamb" is the best bit we have read on the Chicago revelations since Dooley, had his say. Practically every article is illustrated with photographs which can be deciphered without the aid of a microscope, the outlines being sharp and clear. The only items which are not illustrated are those dealing with kitchen and such-like affairs which is a pity, because an illustration of a real Irish potato or a Welsh leek would make the moults of many Hongkong residents' water immoderately. So long as *Social Shanghai* maintains its present standard of sprightliness tempered by sound sense, and relieved by pictorial descriptions of passing events, it is bound to flourish. It is an admirable production—the very thing for the old folks at home.

## VICEROY SHUM.

## ON THE CANTON CUSTOMS.

H.E. Viceroy Shum has now memorialized the Board of Revenue at Peking, representing that to improve the service in, and for the better working of, the Imperial Maritime Customs Department at Canton, it is necessary that a set of new rules should be framed. The most important of these new rules is one requiring that all entries for monies received or paid out by the Department must be made on the dates of such receipts or payments, and not held over for several days as has hitherto been the custom in that Department. The Board of Revenue has sent a despatch to H.E. Viceroy Shum, approving and sanctioning the new rules, and ordered that they be put in force at once.

TAM PUN, a hawker, residing at No. 300, Hollywood Road, was made defendant in a case heard before Mr. F. A. Hazeland, this morning, at the Police Court. Tam was charged with selling intoxicating liquor, to wit, *samsu*, in his house without licence. Marked coins were discovered in defendant's till. His Worship imposed a fine of \$10.

At 9.30 this morning, a party accident occurred near the Clock Tower. A ricksha containing a gentleman turned into Pedder Street, and in trying to avoid an old woman carrying two baskets of bricks, who took up most of the narrow roadway at this dangerous point, it skidded into the gutter and capsized. The occupant, who also had the misfortune to be lame, was violently thrown out, and struck a nearby tree. Several Europeans promptly extricated him and although somewhat dazed at first, he recovered sufficiently after 30 minutes, to enter another ricksha, with the assistance of willing helpers, and proceeded from the spot.

A BATCH of forty-three gamblers were secured in the Colony yesterday by the police in three raids. Seven men were captured in house No. 107 in Cheung-chau island, fourteen were taken from No. 143, Mongkok, and twenty-two from No. 54, Temple Street, Yau-ma-tei. They were taken in groups before Mr. F. A. Hazeland, at the Police Court, this morning. The Cheung-chau seven paid \$3 each, one man in the Mongkok bunch had to forfeit \$50, while the remainder were fined \$5 each. The Temple Street gang, who were carrying on a moderate game when the police visited them, got off very leniently. The leader paid \$5 and the others fifty cents each.

## THE "HANKOW" FIRE.

## CORONER'S INQUIRY.

## IMPORTANT EVIDENCE.

At nine o'clock this morning, Mr. H. H. J. Gompertz, presiding as Coroner, opened an inquiry at the Magistracy into the circumstances touching the persons who were killed on board the s.s. *Hankow*, which vessel took fire on the 14th instant, while she was alongside her wharf.

The following was the jury empanelled:—Messrs. Arthur Course (foreman), T. G. Diakoford, and H. Rapp.

## THE CAPTAIN'S EVIDENCE.

The first witness called was Captain B. Branch, master of the *Hankow*. He testified to the fact that about 6.15 p.m. on the 13th instant he left Canton for Hongkong. As near as he could think there were about 950 passengers, including seven European first-class passengers. The value of the cargo he had on board, consisted of raw silk, silk cocoons, matting, vegetables and other sundries. Really, the damage done to the cargo was valued at £40,000. Nothing unusual happened during the voyage. At a little before three o'clock on the morning of the 14th instant he got alongside the wharf and made fast about three o'clock. Immediately the boat was made fast the gangway was put down, and a number of passengers, especially the Chinese, left at once.

"What gangways had you down?" asked the Coroner.

"One from the main deck and two from the upper deck," replied the captain.

"Are all gangways the same width?"

"No."

"Was there a gangway forward?"

"Yes, for saloon passengers."

"How was the cargo carried?"

"The vegetables were on the forward main deck; there were 400 rolls of matting and a few other bales of merchandise. The raw silk was in the silk-room (or strong room), while 200 bales of raw silk were stowed in the Purser room—as it is called—on the upper deck, close to the Chinese saloon. About 700 rolls of Canton matting were stored in the forehold."

Continuing, the captain said that the first warning of the fire was given him by the Indian watchman. Witness was then speaking to the chief officer, near the door of his cabin. A Portuguese watchman followed the Indian and said there was a fire aboard. Previous to this witness had noticed no signs of a fire on board. On hearing of the fire he told his chief officer to come aft and see what was the matter. They proceeded aft along the starboard alleyway.

The Coroner—I forgot to ask you how you got to the wharf.

Witness—Backed end on west side, lying head out.

Continuing, he said that when he and the mate got there was no panic, but the usual rush of passengers to get ashore. Witness first saw the signs of a fire at the foot of the ladder leading to the main deck aft. Almost in the centre of a stack of matting was a ball of fire, shooting upwards, with plenty of smoke. Witness gave orders to the chief officer to get the hose ready. Two fire buckets of water were secured from a rack, through a crew of Chinese, and emptied on the fire from as close as possible. Just then it was when the panic started. No more buckets of water could be obtained, because of the crowd. While the mate was after the hose, witness gave orders to pull down the other bales of matting close to the burning bale so as to stop its progress. The watchmen were also told to clear the gangway as much as possible. Witness next went to assist the men in getting the hose. On the way he met the chief officer coming along the port saloon deck, and witness was told that the "donkey" could not be started on account of the fire and smoke in the engine-room. He could attach the hose, but the "donkey" could not work. The hose could not be attached to a hand-pump on account of the smoke. The hand-pump forward was too far away to be used effectively on the fire. Alarms were sounded then. The chief engineer was then at the forward end of the port alleyway. Witness asked him if it was possible to do anything with the engine and he said it was impossible, nothing could be done. Then witness saw two foreign ladies standing just at the entrance of the saloon. Witness went and told them the danger and requested them to leave the ship, he accompanying them down the gangway and on to the wharf. The ladies were unable to help themselves and were willing to go ashore. When the firemen arrived all aft was in smoke. Witness went below again and found the gangway still choked with Chinese. A little later the Chinese women's compartment took fire. Witness was in the after part for a minute. Then, as if the wind had veered, the ship became enveloped in smoke. Nothing more could be done, except get suffocated. He got back to the upper deck. From the time the Indian watchman called witness to the time when he returned to the upper deck when the ship was totally enveloped in smoke, not more than three minutes had elapsed. Witness went along the starboard alleyway to the saloon—at that time the after-part of the *Hankow* was ablaze. Opposite the gangway he met the chief engineer and he gave him orders to go ashore. Witness entered the saloon, examined every cabin and looked under the beds for European passengers. At the last cabin the door was closed. When he got into the ladies' cabin the fire and smoke was coming all the alleyway. He got in, however, but found no one there. He then went down the gangway to the wharf. Witness returned to the ship again, and made a rush for his papers, but they could not be obtained. Witness saved nothing of his own. From the time the alarm of fire was given to the time witness left the ship was about five or six minutes. It could not be more.

Here a plan of the vessel was produced and Captain Branch pointed out the place where the fire started and other important particulars were shown on the chart.

Altogether, continued the captain, there were three gangways down. There were no Chinese passengers forward, and the vegetables which were stored there would not have stopped a gangway being put down there. Witness said that the Chinese passengers were distributed as follows:—On the main deck aft about 700. There were also about 200 Chinese first-class passengers. There were therefore about 700 persons to get ashore by the after gangway. If Chinese passengers did not carry luggage 300 or 400 passengers would be able to leave the ship by that gangway in one minute. With luggage—as it was in this case—it would take longer. Witness also mentioned that usually a number of deck passengers remained on the ship for the night, and went ashore in the morning. Europeans as a rule did the same. When witness left the ship the fire-bugade was then approaching the wharf. No water came for a short time after the hoses were fixed, but as soon as the water supply came work commenced. It was impossible at this stage to get aboard the ship, but witness told the chief officer to get a sampan and pick up anybody who had entered the water. The licence granted to the *Hankow* allowed her to carry 2,350 passengers. Witness's ship was installed with electricity. But it was turned off quarter of an hour after the ship's arrival. When witness came back from the scene of the fire the second time the lights were out. Witness, when at the fire, did not smell anything suspicious such as kerosene, etc. She was not insured. The value of the cargo was about £50,000.

The fire extinguishing appliances on board the *Hankow* consisted of fire buckets and hand pumps erected both forward and aft, and steam pumps, with several reels of hose. These were all in order at the time of the fire. The life-saving appliances on board were life-boats, which in smooth water could carry from fifty to eighty passengers each, a number of life-rafts, according to the Board of Trade requisition, and a number of life buoys. On the morning (Monday) following the fire, the *Hankow* was towed out to sea. They found on board at the time two things, which resembled bodies. One was found in the port alleyway (forward end) and the other aft. These were buried at sea. The vessel carried no cargo, as far as witness knew, of a highly inflammable nature. No alarm or signal, to witness's knowledge, was given to those on board when the fire was gaining on the ship. This was accounted for by noise on board and the absence of the Chinese crew. There could certainly be no saving of life—in fact it would have made no difference had a bell been rung, on account of the rush. The Chinese were in a state of panic; nothing could be done for them. Witness could not give a reason for the fire, which he said when first seen resembled a volcano—the way it was shooting up from the matting. Witness only saw one fire, he could not speak as to the report that fires had started at different parts of the ship. Witness, however, thought that it was quite possible for the fire to have been started by human agency, and yet the person who put the fire to be unobserved by the crew, owing to the bustle on board at the time. Witness said that there were many rumours as to how the fire was started, but he would rather not speak about such things. Witness thought that it was very unlikely for spontaneous combustion to have started the fire. The Chinese passengers all smoked on board, and he must say they were very careless in disposing of matches and cigarette stubs, but he thought it again unlikely for the fire to have started through a lighted cigarette stub, as it would have been noticed by the other passengers. Supposing this fire had started five miles out at sea, the witness was of opinion that it would have been improbable for anyone to be saved, except by clinging to rafts. Witness was asked if he considered it safe to carry matting on board a ship, unsecured, and with care, less coolies smoking near by? He considered it safe, although there was some amount of risk. Witness had no other suggestions to make.

The jury wanted to know if the after part of the ship was crowded with passengers, when the cargo was there too. Witness replied that 400 rolls of matting did not take up much room. Witness could not say, probably he did, but he did not think he had under-estimated the time he gave in his evidence of the rate the fire had travelled.

THE CHIEF ENGINEER EXAMINED.

James Douglas Christie, chief engineer of the *Hankow*, sworn, said he had been in that position for over twenty-three years. He said at about 2.35 a.m. on the morning in question, he had finished with his engines and returned to his cabin. About 3.15 the electric light current was turned off and the engine-room closed. Nothing unusual was noticed during the voyage. About 3.20 he was told of the fire by the chief officer. He went to the engine-room to light up again. The engine-room was being filled every moment with smoke and it took him all his time to reach the pumps. He reached the pumps eventually, but was unable to start them as he was getting overcome by the smoke. He had a struggle to return to the deck, being nearly suffocated. Witness saw the rush aboard ship, and going to the saloon deck gangway met the captain. Witness was told by the captain to get on shore as nothing could be done to save the ship. Witness obeyed the order, but lost everything he possessed. He was of opinion also that nothing could have been done to check the fire. It was impossible for the fire to have started through the electric light, as every lamp had a fuse and the light grouped in sections to the distributing box, two wires to each lamp, and each wire had a fuse. The wire was armoured wire. This plant had been installed, under witness's supervision, for about two and a half years. Even if it were possible for the electric plant to have caused the fire, the electric light could not have started this fire on account of the position from where the fire originated. From the time witness first got the alarm to the time he got ashore not more than eight minutes had elapsed, making due

allowance for the excitement of the occasion, although witness was not excited. He had no other suggestions.

## MEDICAL EVIDENCE.

Dr. Henley, medical officer of the mortuary, said that on 16th instant, about noon, he examined the body of a man in the mortuary. The body was decomposed, and in his opinion death was due to drowning. He examined other bodies, said to have come from the *Hankow*. Those who were killed on board, in witness's opinion, died from suffocation. A good many bodies were charred.

## THE PURSER'S STORY.

A Portuguese gentleman, the purser of the steamer *Hankow*, spoke in detail of the nature of the cargo carried by that vessel on her last trip from Canton. He spoke also as to the number of passengers carried on board, as soon as he got word of the fire he made for his office to look after the mail. On arrival there he found his office full of smoke and finding that he could not get access to the mails and also that it was impossible in his position from where he was to get ashore, he jumped over the side of the ship and injured himself in the act.

## THE COMPRADORE.

of the *Hankow* declared that on the last trip of the *Hankow* there were fully 1,000 passengers aboard. His books showed that, but they were destroyed. His first knowledge of the fire was when he heard screams of *fo-chuk* (fire). He could not leave his room owing to the smoke. He eventually got out, but fell down and was trampled on by the terror-stricken crowd. While lying on the deck he saw the fire approaching him at both ends and he got up after a struggle and got away. He was the only person among his staff that was saved. He had on board between \$1,000 and \$5,000, part of it his property and the other part belonging to the Company, but he saved nothing. From the time witness heard people shouting *fo-chuk* to the time he got ashore not more than five minutes had elapsed. He could not offer any opinion as to the origin of the fire. Two of witness's *fo-chuk* were killed while they were asleep.

## THE WATCHMAN SP. AKS.

C. J. Noronha, watchman, on board the *Hankow*, for seventeen years, deposed he was on duty from six a.m. to six p.m. on the day of the 13th instant. He saw the matting and other cargo stacked aboard the *Hankow*. When he first noticed the fire early on the morning of the 14th instant witness tried to pull down the matting, but the matting was too firm, and as the fire was increasing in force he had to abandon the task and warn the passengers of the danger. Witness saw no passengers fall into the water. When all the officers had left the ship witness followed them. He did not smell any kerosene, when the fire started. Sometimes the passengers climbed up on top of the cargo of matting and went to sleep.

Further evidence was called and the inquiry was adjourned until Wednesday next, at nine a.m.

## YUEH-HAN RAILWAY.

## EIGHTEEN MILES COMPLETED.

H.E. Viceroy Shum, in a despatch to the Board of Trade at Peking, reports the Yueh-han Railway Company has now completed eighteen miles of their new line, which H.E. Shum, thinks a very creditable piece of work, and compares very favourably with railway laying work in Europe and America. In the meantime H.E. complains, the people of Kwangtung hold nearly all the land over which the railway is intended to pass, and they have already raised the price of their property, and threaten further to refuse to part with any of it, except at very high figures. This, of course, is naturally embarrassing the Railway Company, who find it somewhat difficult to meet the demands of the property owners. So much dissension has arisen that the land owners even threaten to go to law to preserve and protect their rights, while households are becoming divided against themselves, some members siding with the Railway Company, while others are strongly hostile to it. H.E. Viceroy Shum therefore thinks that if the eighteen miles so far completed could be opened at once and traffic continued over that part regularly, it may have the effect of stopping the trouble. In the meantime, H.E. adds, he has looked over the completed portion of the line, and it appears to be well and properly laid throughout.

## THE ENGINEER QUESTION.

[From a Correspondent.]

Canton, 26th October.

The directors of the Yueh-han Railway Co., Ltd., at Canton, finding they have no power themselves to appoint an American or foreign engineer for the line, have sent a despatch to the representatives of the Boards in Hupeh and Hunan, asking their views on the subject. They have also sought sanction from H.E. Viceroy Shum that they may engage the services of a foreign assistant engineer. To this H.E. the Viceroy has replied that he has no power himself to grant their request, but would represent the matter by telegraph to the Board of Commerce at Peking, and communicate the Board's reply as soon as received.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*China*) 29th inst.  
French (*Tonkin*) 29th inst.  
Australian (*Eastern*) 2nd prox.  
Canadian (*Atherton*) 15th prox.

The N. Y. K. s.s. *Awa Maru* European Line left Hongkong for this port on 26th inst., and is expected here on 29th inst.

The N. Y. K. s.s. *Nikko Maru* Australian Line left Manila for this port on 27th inst., and is expected here on 29th inst.

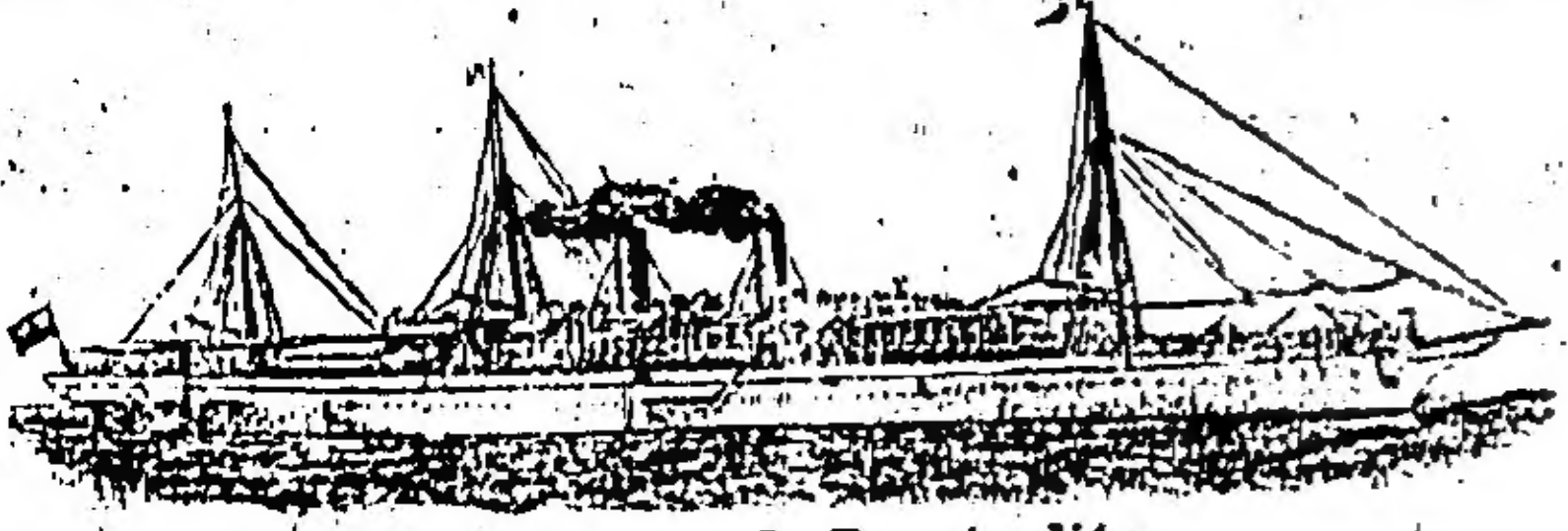
The P. & O. s.s. *Colo* s.s. *China* arrived at Manila on 24th inst., at 2 p.m., and will sail from Manila at noon on 27th inst., due to arrive at Hongkong on Monday morning, the 29th inst.







## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"EMPERESS OF INDIA"	6,000
"ATHENIAN"	3,883
"EMPERESS OF JAPAN"	6,000
"MONTEAGLE"	6,103
"TARTAR"	4,425
"EMPERESS OF CHINA"	6,000

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London: 1st Class, £60. 2nd Class, £40. 3rd Class, £25. 4th Class, £15. 5th Class, £10. 6th Class, £5. 7th Class, £3. 8th Class, £2. 9th Class, £1. 10th Class, £0.50. 11th Class, £0.25. 12th Class, £0.125.

Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand-Books, Rates of Freight and Passage, apply to HONGKONG, 25th October, 1906. D. W. CRADDOCK, Acting General Agent, Corner Paddar Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	ESANG	SUNDAY, 28th October, Daylight.
SHANGHAI	CHUYSANG	MONDAY, 29th October, 4 P.M.
SANDAKAN	MAUSANG	TUESDAY, 30th October, 4 P.M.
TIENTSIN	CHEONG-SHING	THURSDAY, 1st November, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kaidat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"YUENHONG"	29th October.
MANILA	"TAMING"	30th "
SHANGHAI	"SHAOSHING"	3rd November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	12th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 3rd Nov., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 10th Nov., at Noon.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th October, 1906.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th October, 1906.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers, "RHEINIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA," and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN via SHANGHAI.

RHEINIA	1st November.
HOHENSTAUFEN	2nd December.
SILESIA	2nd January.
SCANDIA	1st February.
HABSBURG	4th March.
RHEINIA	3rd April.

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON via HAVRE) AND HAMBURG.

HABSBURG	2nd November.
RHEINIA	14th December.
HOHENSTAUFEN	11th January.
SILESIA	8th February.
SCANDIA	22nd March.
HABSBURG	5th April.
RHEINIA	17th May.
HOHENSTAUFEN	14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA...RHEINIA 1st November.  
FOR SHANGHAI, KOBE & YOKOHAMA...ANDALUSIA 13th November.

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lieke, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG	HABSBURG	2nd Nov.
FOR ANTWERP and HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE and HAMBURG	SEGAVIA	20th Nov.
FOR HAVRE and HAMBURG	SITHONIA	26th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHEINIA	14th Dec.
FOR HAVRE and HAMBURG	C. FERD. LAEISZ	12nd Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG	ALESIA	25th Jan.

Hongkong, 25th October, 1906.

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN"

Captain Charbonnel, will be despatched as above, on or about MONDAY, the 29th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd October, 1906.

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"VEDDO,"

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 3rd October, 1906.

## "SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th October, 1906.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLOA and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO-MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duty qualified Surgeon is carried.

For further information, apply to K. MATSUDA, Manager, York Building.

Hongkong, 4th October, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—

ESKASONG, British ship, Captain McBurnie, Dodwell & Co., Ltd.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accurate

reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively displaying

advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted

This standard runs exactly eight lines to the

inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken,

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on

application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

## A LEGEND OF KWANGTUNG.

WRITTEN FOR THE "NORTH-CHINA DAILY NEWS."

As our boat passed between the lofty hills and over the smooth waters of the "Blind Boy's Pass" in the North of Kwangtung Province, whilst the dusk of evening was creeping ever nearer to us, I sat and listened to the "Tao Kung, the sailor who works the long car in the boat's bow—by means of which he jerks the craft to the right or left, as the needs of the current demands—who was telling stories, that have grown up in connection with these mountain gorges, to my boy, who sat open-mouthed and swallowed these stories as if they had been salted olives, or pickled pigeon's eggs. It struck me that one at least of these stories was not without a dash of genuine poetry. Just as when children, when we looked into the glowing coals in the wide grates, we saw strange and fantastic forms; indeed, even to-day, with the weight of years behind us, we gaze upon the continents and oceans of clouds at eventide, and imagine worlds of beauty; so the Chinese have a keen eye for grotesque forms of hill and rock in which they detect human or other shapes. "Look," said the Tao Kung, "do you see that mountain? It is the Eagle mountain. If you wait a few minutes, you will see that it is like that kindly bird rising from its perch on the mountain's side." I looked, and sure enough the resemblance was striking. A few hundred yards farther on I heard him saying once more, "That is Ah Lan, off to buy herbs." Turning my gaze towards the point indicated there was a curious likeness to a horse and its rider, directly on the mountain's ridge, against the pale evening sky, and as I gazed the form seemed to become more life-like, till it would not have caused surprise had the stone rider raised his whip to urge on his rocky steed.

But after all these were insignificant compared with the legend of the Pass. "Have you heard the story of the 'Blind Boy'?" asked the Tao Kung of my open-mouthed factotum. Of course he had not, for he had heard nothing and all this was new world to him. "Look," he said, "there he is, standing on the fragment of a pathway made for him far up the mountain's side. He is petrified now. At the entrance of the Pass I forget to point out to you the 'Commander-in-Chief' standing and waiting for the boy. He, too, though once a man and a daring soldier, was all the same turned into a man of stone. Would you like to hear the story? Our fathers told it to us when we were youngsters, and we tell it to our children, and so the story has been handed down without a break." Of course my servant wanted to hear it, and I proffered a request that the boatman would repeat the legend, and here it is.

Everybody knows that through the gorges in China boats are towed up the river. Through this particular pass the towing path is on the left side, as one looks towards the mouth. But on the opposite there appear to be fragments of a path, glued like swallow's nests against the face of perpendicular cliffs, though what purpose it ever served, if any, it is difficult to see. Perhaps when the river was higher, and had not ploughed its way so deeply through the gorge, there was an attempt to form a towing path on the right side, and yet the fragments would seem so impossible. Be this as it may, remnants of a road remain, and cannot be disputed. The explanation offered by the Chinese is quite different and not without a touch of the romantic.

The Tao Kung then began: "Long years ago, I do not know whether thousands of years or myriads, it does not matter, for our fathers, who told us the story did not themselves know, laid down that pathway by the mountain side, and laid it down in a single night, just in front of the 'Blind Boy,' that he might walk thereon through the Pass in order to reach the southern end. The 'Blind Boy' came from somewhere in the North of China though I never heard where, and had to pass through the gorge on a special mission to the South. Trouble and anxiety ruled in China then, and it had been announced to him by the fairies that he was to get through the gorge, and turned southward. At the south end of the Pass a guide would be waiting, and together they were to press forward to Seiting, where they would be supported by loyal soldiers, who would proclaim him Emperor. Hitherto, being blind, he had been led by the fairies, and indeed, as I have said, it was the latter who laid down the remarkable towing path through the Pass. In order to be successful, however, he must emerge from the southern end before the pheasants began to cry, ere the first beams of light shot from the eastern sky. At the same moment he would, by the gracious act of the fairies, who had protected him so far, receive sight. But everything depended on the condition that he got through ere the pheasant, cried and the light dawned. So the 'Blind Boy' crept forward along the precipitous pathway, so dangerous and so uncertain. But somehow he was not so vigorous, and eager as he should have been, and indeed appeared somewhat timid and hesitant. Whatever was the cause he never emerged at the southern end. When within about two hundred yards of the exit, where the path was most difficult and progress most dangerous, he lingered awhile, and wondered how long it would be before daylight. His good fairies had already left him to his own resources, and had ceased to impel him forward. This hesitancy and delay were fatal. Suddenly he heard the pheasants shrill to each other, and he knew that it was morning. A sudden tremor seized the Boy's frame, and thereupon he was suddenly and immediately petrified and still stands there crouching and clinging to the side of the mountain. As I told you his Commander-in-Chief was awaiting him at the entrance of the gorge, and at the sound of the pheasant's cry, he too was turned to rock, and both stand yet, a warning against hesitancy and dilatoriness."

I then asked the boatman a few questions: "Did Chinese books add anything to what he



China.



## MAILS.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MARSEILLE,  
LES, LONDON, HAVRE,  
BORDEAUX, MEDITERRANEAN AND BLACK  
SEA PORTS.

The S.S. "TOURANE."  
Captain Lancelotti, will be despatched for MAR-  
SEILLES on TUESDAY, the 30th October,  
at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. AUSTRALIEN ..... 13th November.  
S.S. TONKIN ..... 27th November.  
S.S. ERNEST SIMONS ..... 11th December.  
S.S. POLYNESIE ..... 25th December.  
S.S. CALEDONIE ..... 8th January.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 17th October, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR TRANTS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

"SIMLA."  
Captain C. D. Goldsmith, carrying His  
Majesty's mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 3rd Novem-  
ber, at Noon, taking Passengers and Cargo for  
the above ports in connection with the Com-  
pany's S.S. Britannia, 6,525 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt  
due in London on the 15th December, 1906.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
For further Particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 20th October, 1906.

NORTHERN PACIFIC LINE.  
BOSTON STEAMSHIP COMPANY.  
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KORE AND YOKOHAMA.

Steamer	Tonn.	Captain	Sailing
Tremont	9,600	T. P. Garlick	20th Nov.
Delaware	3,753	F. G. Purington	—
Lyra	4,417	G. V. Williams	—
Shawmut	9,600	E. V. Roberts	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents,  
Queens Buildings,  
Hongkong, 24th October, 1906.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).  
PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SHIMOSA"	2nd November.
"CHAZEE"	24th November.
"ST. PATRICK"	5th December.

For Freight and further information, apply  
to  
DODWELL & CO., LIMITED,  
Agents,  
Hongkong, 26th October, 1906.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CANE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds of  
NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.

The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 22nd April, 1897.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

## BRANDY

Per Case.

\$22.50

## WHISKY, FINE MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

## PORT WINE, INVALIDS

DOURO

## SHERRY, AMOROSO

LA TORRE

## BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1906.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

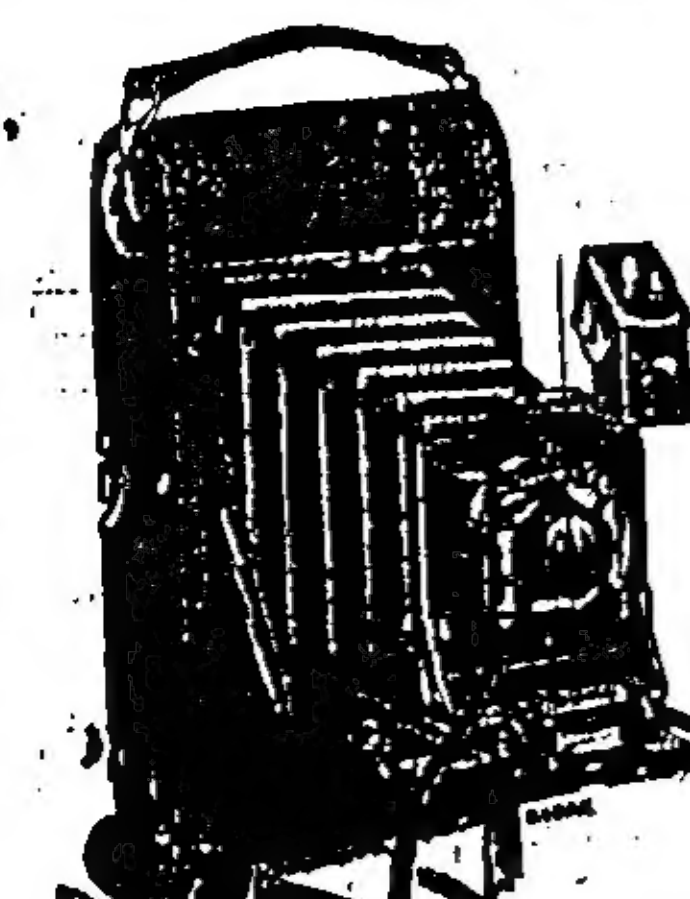
REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 26th May, 1906.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. E. S. KADOORIE & CO., CONTINUED TO PAGE 2									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	ANNUAL DIVIDEND PERCENT ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	Fr. 1000	\$125	\$125	{ £1,000,000 \$10,250,000 \$12,735 \$150,000 }	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906 \$2 (London 3/6) for 1905 }	5 1/2 %	{ \$815 London 4/95 }	
National Bank of China, Limited	60,975	£7	£6	{ \$1,675,000 \$200,000 }	\$24,099	\$2 (London 3/6) for 1905	...	\$47 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$500 sales	
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 \$10,000 }	Tls. 302,053	Interim div. of 7/16 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 ex div. s.	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$100,000 \$131,131 \$153,844 \$66,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$220,478 \$2,618 \$1,220,938 }	\$2,792,271	Interim div. of 13/16	4 1/2 %	\$775 sellers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$15,527 \$1,000,000 \$220,478 \$2,618 \$1,220,938 }	\$508,334	\$1 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$15,527 \$1,000,000 \$220,478 \$2,618 \$1,220,938 }	\$344,098	\$2 for 1904	6 1/2 %	\$95 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$15,527 \$1,000,000 \$220,478 \$2,618 \$1,220,938 }	\$422,618	\$2 1/2 for 1904	7 1/2 %	\$330 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$25	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	NIL	\$2 1/2 for year ended 30.6.1906	6 %	\$41	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$264 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	\$2,452	10/- @ ex. 2/11 9/16 = \$1.69	6 1/2 %	\$73 sellers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	Tls. 23,156	Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2	0 %	Tls. 156 sales	
Shanghai Tug and Lighter Company, Limited (Preference)	100,000	£1	£1	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	\$207,815	Interim div. of Tls. 1 1/2 17 (Coupon No. 6) for 1905	4 1/2 %	Tls. 107 buyers	
Star Ferry Company, Limited	10,000	\$10	\$5	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	\$218	{ \$1.50 for year ending 31.12.1906 \$1.75 }	{ 5 1/2 % 3 1/2 % }	\$29 \$50	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$6,000 \$264,438 \$93,562 \$250,000 \$600,000 \$144,356 \$120,000 \$280,918 \$3,099 Tls. 2,000 \$1,000,000 \$4,144 \$65,000 \$32,977 Tls. 68,000 Tls. 305,470 Tls. 48,000 Tls. 81,200 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	Tls. 50 buyers	
REFINING.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 \$100,000 }	\$40,914	Final of \$15 making \$21 for 1905	17 %	\$147	
Yuzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 \$100,000 }	\$132,588	\$2 for 1905	...	\$22 sellers	
Yank Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,129 \$100,000 }	Tls. 3,723	Tls. 2 1/2 for year ending 31.12.1904	...	Tls. 84 sellers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 \$26,011 none £4,873 }	\$13,355	{ 1906, 61 interim div. for 12 months ending 28.2.06 Final of 1905 making \$1 for 1905 No. 1 of 1905	{ 7 1/2 % 7 % }	{ Tls. 94 sellers G \$14 \$9 buyers }	
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ £80,000 \$26,011 none £4,873 }	G \$909,050	Final of 1905 making \$1 for 1905	7 %	G \$14	
South Australian Gold Mining Company, Limited	50,000	£1	£1	{ £80,000 \$26,011 none £4,873 }	\$8,745	No. 1 of 1905	...	\$9 buyers	
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$50,000 \$65,160 \$20,000 }	\$8,915	\$2 for 1905	5 1/2 %	\$22	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$0	\$50	{ \$70,000 \$50,000 \$65,160 \$20,000 }	\$20,040	\$2 1/2 for 1906	6 1/2 %	\$90	
Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$70,000 \$50,000 \$65,160 \$20,000 }	\$993,087	\$6 for first half-year ending 30.6.06	8 %	\$152 sellers	
New Amoy Dock Company, Limited	10,000	\$60	\$60	{ \$70,000 \$50,000 \$65,160 \$20,000 }	\$2,221	\$1 for 1905	6 1/2 %	\$161	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$70,000 \$50,000 \$65,160 \$20,000 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 101 buyers	
Hongkong and Whampoa Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$70,000 \$50,000 \$65,160 \$20,000 }	Tls. 5,065	Interim div. of Tls. 8 on account 1906	6 %	Tls. 234 sales	
Whampoa Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 \$50,000 \$65,160 \$20,000 }	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$30,000 }	none	First year	...	Tls. 102	
Star House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none \$30,000 }	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$281 sales	
Central Stores, Limited	6,000	\$15	\$15	{ none \$30,000 }	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	Tls. 101 buyers	
Do. (new issue)	24,000	\$15	\$15	{ none \$30,000 }	none	7 % on \$7 1/2 for 1905	...	\$500 buyers	
Do. (Founders)	123	\$15	\$15	{ none \$30,000 }	\$10,057	None	9 %	\$124 buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ none \$30,000 }	\$2,730	\$5 for first half-year for 1906	6 1/2 %	\$108 sellers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	Tls. 25	Tls. 25	{ none \$30,000 }	Tls. 1,935	Interim div. of \$3 1/2 account 1906	6 1/2 %	Tls. 15 buyers	
Hotel des Colonies Company, Limited	9,000	\$100	\$100	{ none \$30,000 }	\$4,699	Final of 6 1/2 = 10 % for 1905	10 1/2 %	\$90 sellers	
Hotel Metropole Company, Limited	2,000	\$10	\$10	{ none \$30,000 }	\$5,070	Final of \$6 making \$10	11 1/2 %	\$14 buyers	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none \$30,000 }	none	80 cents for 1905	6 1/2 %	\$39	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$30,000 }	\$574	\$2 1/2 for 1905	...	Tls. 97 buyers	
Shanghai Land Investment Company, Limited	20,000	Tls. 50	Tls. 50	{ none \$30,000 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 55	
Do. (new issue)	20,000	Tls. 50	Tls. 25	{ none \$30,000 }	\$772	Interim div. of \$2 account 1906	8 %	\$50	
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$30,000 }	none	...	...	...	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 \$110,000 }	Tls. 100,000	Tls. 8 for year ended 31.12.1905	10 1/2 %	Tls. 75 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 45,939 \$110,000 }	\$21,610	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13	
International Cotton-Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 45,939 \$110,000 }	Tls. 18,718	3 % a/c 1898	...	Tls. 70 sales	
Lau-Kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 18,456 }	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 81 buyers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ none Tls. 18,456 }	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers	
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$1,066	\$7 for 1905	7 %	\$100 buyers	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$814	1/3 per share for 1905	8 1/2 %	\$7	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	NIL	\$3 for 1905	9 1/2 %	\$32	
China-Borneo Company, Limited	10,000	\$12	\$12	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	...	\$1 for 1904	...	\$10	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 64 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 sellers	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$1,581	80 cents for 1905	8 1/2 %	\$935	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17	
Green Island Cement Company, Limited	200,000	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19 sales	
Hall & Holtz, Limited	21,000	\$50	\$20	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$35 sales	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ none £814 \$10,000 NIL Tls. 189 \$1,219 \$1,581 \$2,864 \$52,291 \$20,893 \$2,568 \$2,796 \$3,776 \$5,843 \$88 Tls. 10,374 Dr. P. 34,324 Tls. 11,017 Tls. 9,751 Tls. 2,753 Tls. 1,452 Tls. 85,592 Dr. 441,934 \$1,134 Tls. 1,012 \$752 \$7,734 \$282 }	\$5,843	\$9 for 1905 on 5 shares	7 1/2 %	\$23 sales	
Hongkong Steam Waterboat Company,									